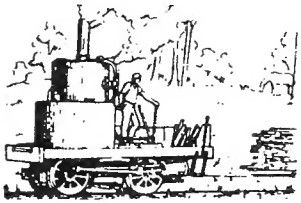

LIGHT RAILWAY NEWS

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The Light Railway Research Society of Australia

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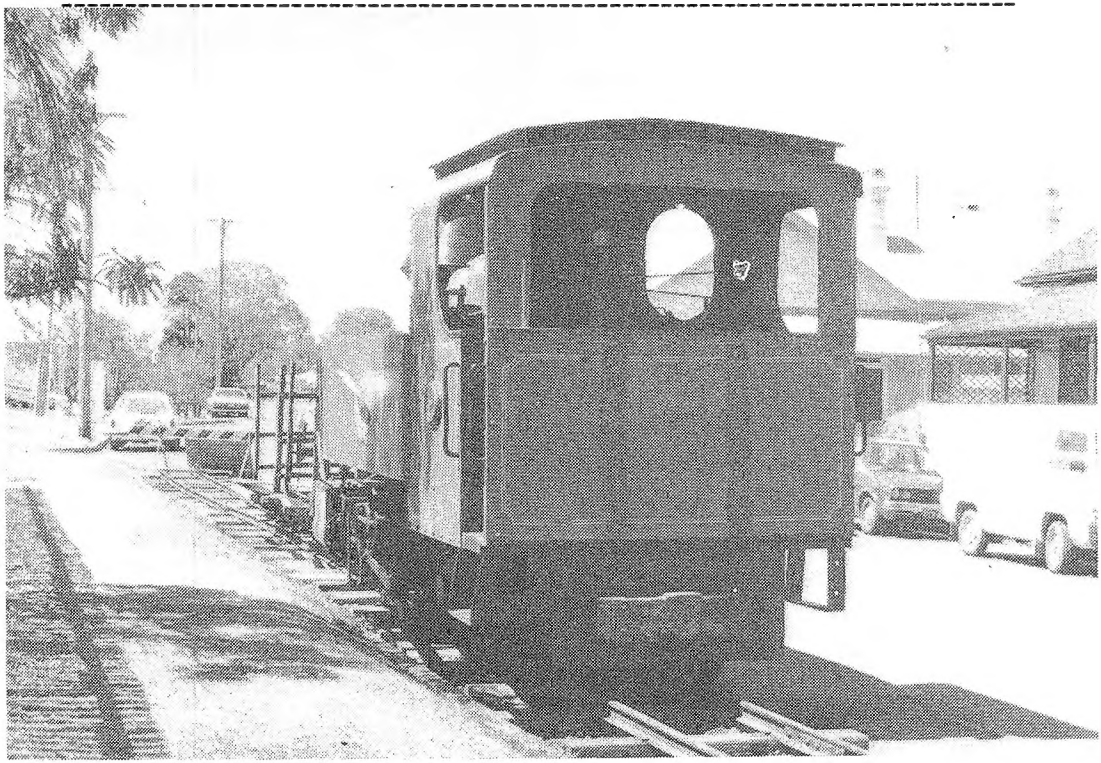
LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 26 YEARS



Timbertown's John Fowler 0-4-2T 17881 of 1928 awaits its next appearance in the TV mini series "Cane" in the main street of Ulmarra 5/11/86.
Photo: John Buckland

LRN EDITOR

John Browning has expressed a wish to relinquish his position as Editor of LRN in the very near future. John has done a magnificent job for the Society and the light railway interest in general in getting LRN off the ground and producing 55 of the 56 issues we received to date. This represents nearly 10 years of effort in producing 6 issues of the magazine each year. Who can blame him for wanting a break after such a period. So we must now find someone else to carry on from John.

LRN has successfully filled a gap in regard to light railway history in Australia. It provides a means of recording the on-going activities of operating tramways as well as news of recent discoveries concerning long defunct operations. It is of vital importance that this should continue so that the history of these lines is faithfully recorded.

So we ask members, particularly those in Queensland, where the majority of current light railway activity is centred, to consider taking on the job, although we would be glad to hear from anyone interested. John has kindly offered to assist anyone who might wish to take over as Editor. If you want to know more you can contact John or myself. John's address is on the front of LRN and mine is in LR. We hope to hear from someone soon.

Mike McCarthy

NOTES

You may notice that this issue differs in some respects to other issues of LRN. The reason for this is that John Browning, the Editor of LRN has returned to England for a holiday. In his absence this issue has been edited by Peter Evans, Frank Stamford and Mike McCarthy using some material provided by John plus other input obtained by the editors. The data for the entire issue was transferred (by modem) over telephone lines between the computers of Mike and Frank.

RESEARCH

WARBURTON

Mike McCarthy is currently preparing a manuscript covering the mills and tramways of the Warburton district. If any members have information or photographs relavent to this area Mike would be very pleased to hear from them. He can be contacted at 27 Verbena Ave., The Basin 3154 or on 03-7625847

FIELD REPORTS

Erith Coal Mine, Bundanoon, NSW

Morton National Park near Bundanoon in southern New South Wales has a variety of walking tracks suitable for family outings. One of these is to the Erith Coal Mine situated on Coal Creek, a tributary of Bundanoon Creek. The National Parks pamphlet contains the following information:

"The mine was opened in the 1860s by the Sydney Melbourne Land and Coal Company. The main tunnel is 450 metres in length and branches into six subdrives. The seam was approximately one metre thick but of poor quality. The coal was hoisted in skips about 25 metres to a staging area directly

above the mine entrance."

The mine today consists of four fenced off tunnels about 10 metres above Coal Creek on its western bank, and one tunnel on the eastern bank at the foot of a picturesque waterfall. The western bank tunnels are connected by a level tramway formation.

Above the mine the cliff face rises 25 metres. The tramway formation at the top of this cliff is quite distinct and it would appear that the skips were cable-hauled up a wooden trestle paralleling the cliff face and rising at about 45 degreees. All that remains of this structure are a few timbers containing long iron spikes, a length of 30lb/yard rail and a length of light barlow rail. Still in place above the main mine entrance is a wooden cable roller in an iron frame fixed to the rock overhang. Deep grooves in the rock indicates that this roller was not always effective.

At the top of the incline the first cutting in the lip of the cliff swings uphill to the right for about 15 metres. The rock face on the inside of the curve has a deep cable groove worn into it. The tramway formation then continues in a straight line for another 20 metres on an embankment before entering a cutting 25 metres long. The formation from here is on private property and is obscured by a bulldozed track.

Information obtained from the ranger of the park indicated that the tramway continued on from this point to Bundanoon railway station. Another coal mine, the Ringwood, was situated on Bundanoon creek eight chains north of the junction of Christmas Creek. This mine also had a tramway to Bundanoon Railway Station, and apparently parts of the formation still exist.

Peter Evans

F.H. DRAIN/WILLIAM COOK SAWMILL, Taggerty, Vic 914mm gauge

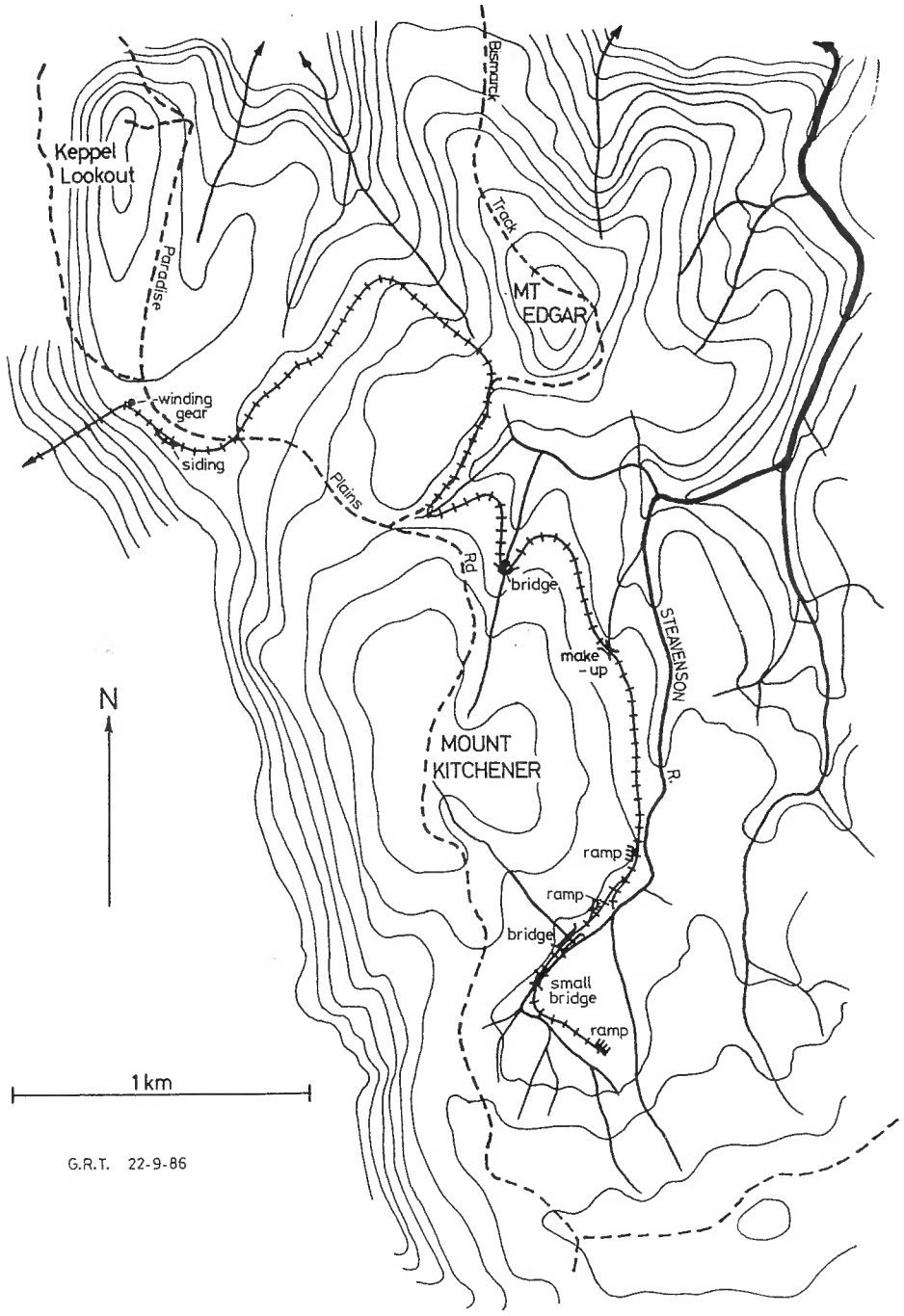
By May 1940 F.H. Drain had established a sawmill at the junction of the Little River and Storm Creek between the Cathedral and Blue Ranges near Taggerty, Victoria. A 3 ft gauge logging tramway was constructed In a south-easterly direction along Storm Creek for a distance of approximately 3km. The mill was later purchased by William Cook P/L and was closed down by the end of October 1955. Cook was a pioneer of crawler tractor haulage in the area and the northern section of the tramway was converted into a rough road.

At the mill site, now a camping area, bogie wheels, machinery parts and mill foundations are evident. From the site of the logyard the tramway formation climbs gently parallel to Storm Creek. Many sleepers remain and sections of 30lb rail can be seen. The formation was substantially constructed and well graded. Further on sections of wooden rail reinforced on the inside with light steel rail can be found along with the remains of two log bogies. The tramway crossed a swampy area on a low makeup about 50 metres long, and then crossed to the east bank of Storm Creek on a reasonably intact bridge 10 metres long and about a metre above the creek. The tramway formation was lost at a loading ramp 20 metres further on.

Peter Evans

ANDERSON AND ROWE TRAMWAY, Marysville, Vic. Gauge 914mm

The incline and lower section of this tramlIne were described in LRN54. At


Keppel
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G.R.T. 22-9-86

the incline winding gear the formation turns south-east to cross a broad saddle between Keppel Lookout and Mt Kitchener. A siding was located about a hundred metres from the winding gear, and a few sleepers, nails , dogspikes, pieces of wooden rail and 20lb steel rail were observed both along this section and along the remainder of the line.

The line then turns in a north-easterly direction on a gradually rising grade, and runs for about one kilometre before turning south-east to climb over a saddle near Mt Edgar. Very little evidence of the tramline could be found in this section, although the formation was reasonably clear, and its line could be seen as a gap through the trees.

Over the saddle the line appears to have been obliterated by a section of Bismark Track, but was picked up again at the head of a water-course 100 or so metres from Paradise Plains Road. No bridging was needed here. The line was followed for another 500 metres to a 20 metre long 3 metre high bridge, still with many of its sleepers in place. A 45 degree bend half way along the bridge, coupled with a 3 bearer / long sleeper construction allowed the line to cross the creek on a fairly sharp but smooth curve. Large logs were used to support the bearers, and the bridge had been resleepered after being burnt at some stage during its life. (This tramway was destroyed by fire in 1939 and subsequently rebuilt. Ed.)

Onwards from here the line entered a fairly flat forested area, and in many places was hidden under grassy ground cover. Occasional sleepers and dogspikes were observed, but the line was evident just as a gap through the trees. After about 1.2kms the tramway reached the remains of a loading ramp close to the Stephenson River, and the formation became easier to follow due to the lighter ground cover.

150 metres on, another formation branched off and ran paralLel with the main line for about 100 metres before curving away towards the river and disappearing; this branch appeared to be either a storage siding or an early terminus of the main line, as the main line was more evenly graded.

A short siding and loading ramp were then observed before a well preserved bridge was reached. Short lengths of large diameter logs were used to support the bearers, whose maximum height above the water was about 3 metres. The bridge was about 40 metres long and virtually straight, with many sleepers still in place; all of the bearers were intact.

The line continued through a cutting, along a small embankment and over a small bridge before climbing around the side of a hill and levelling out; it continued south-easterly for a couple of hundred metres before terminating at a loading ramp.

Geoff Thorpe 11/86

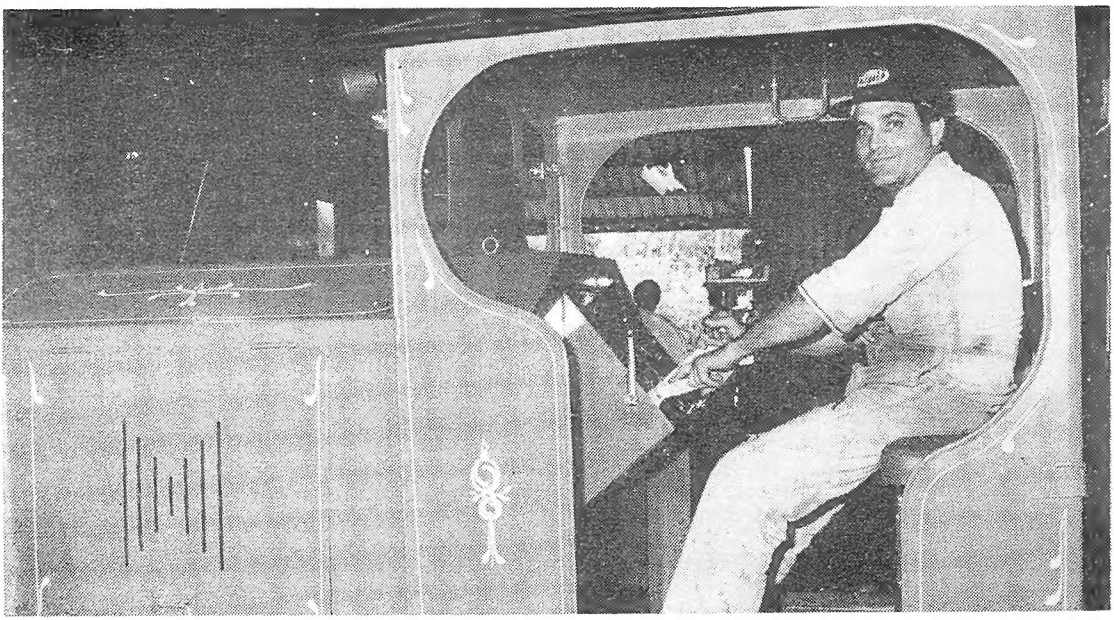
QUEENSLAND

BRAMPTON ISLAND 762mm Gauge

One of the two locomotives on the Brampton Island railway has just been rebuilt at Jenner Engineering at a cost of over $20,000. The manager of Jenner Engineering, Mr Des Jenner said the locomotive had been rebuilt from scratch. Originally from a Lithgow Coal Mine, the "Planet" locomotive was

powered by a Lister diesel before renovation and was due to be returned to service on 21 Nov 1986. It is used to haul up to a hundred passengers on the 1.6km railway linking the jetty on the island with the tourist resort. The second locomotive may also be renovated.

"The Daily Mercury" 20/11/86



Brampton Island Pty Ltd. F.C. Hibberd "Planet" 4wdm 3475 or 3476 of 1950 (2ft6ins gauge) following rebuilding by Jenner Engineering, Slade Point, Mackay. November 1986.

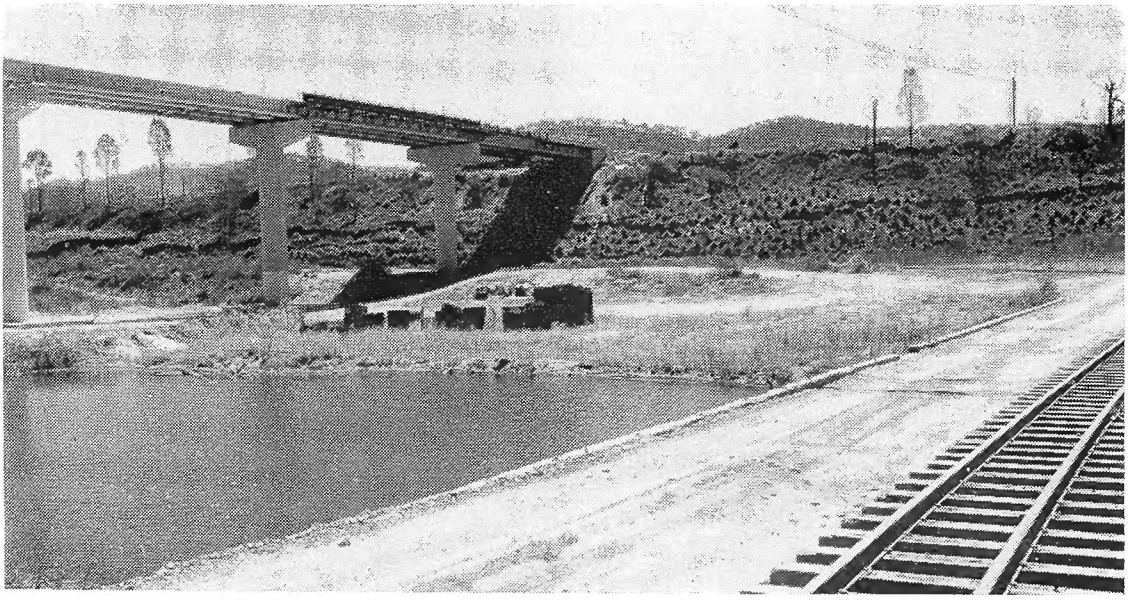
NORTH ETON SUGAR MILL 610mm Gauge

Construction of the new combined road/rail bridge at a cost of $1.9m south of Mirani (see LRN55 page 11) is ahead of schedule, and it is hoped to have the tramway relocated to the new crossing in time for the next crushing season. The project is jointly funded by the North Eton Mill, The Queensland Water Resources Commission, The Department of Main Roads and the Mirani Shire Council. (See Photograph)

"The Daily Mercury" 28/11/86

The Mackay Mills Merger Committee announced on 5 Dec 1986 that it had reached agreement with the North Eton Mill Board on its participation with the historic five way merger with Farleigh, Race Course, Cattle Creek and Marion Mills. 7orth Eton which has recently diversified into flower growing, had earlier withdrawn from negotiations. A special general meeting of the shareholders of all five mills has been set for 23 Dec 1986.

"The Daily Mercury" 6/12/86



New road/rail bridge under construction at Mia Mia. The North Eton mill's tramline will be relocated to cross this bridge. Part of the existing crossing (in newly laid track) can be seen in the foreground, and the tramline's course can be seen climbing the far bank. November 1986.

Photo: Courtesy Mackay Daily Mercury

THE AUSTRALIAN NARROW GAUGE MUSEUM SOCIETY, Durundur Railway, Woodford
610mm gauge

The boiler from Pleystowe No 5 has been returned to the Woodford site. Babcock Australia has completely retubed the boiler free of charge to the Society. Other work on the locomotive still to be undertaken includes the overhaul of all the boiler fittings.

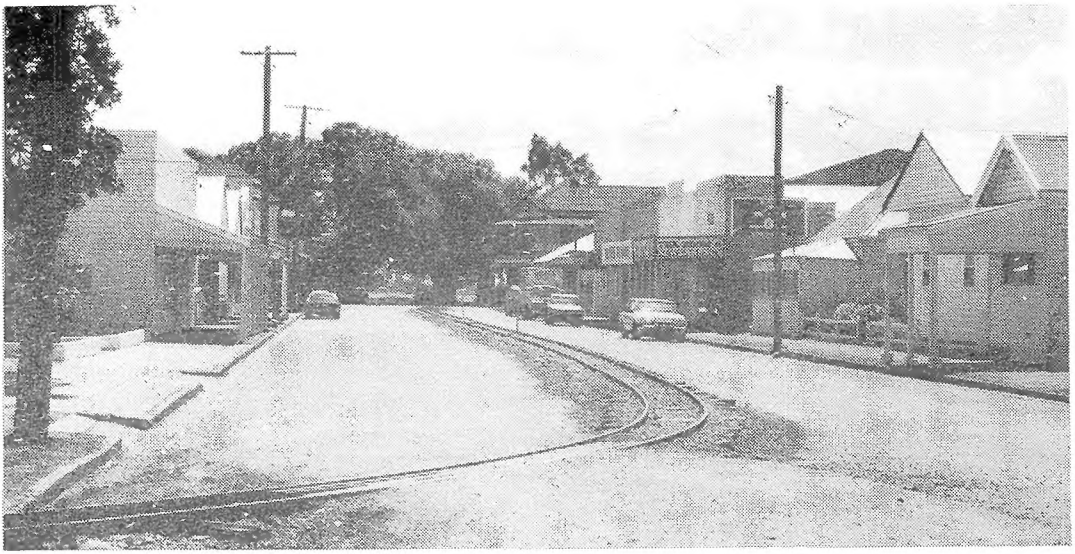
"Durundur Railway Bulletin" November 1986

SOUTH AUSTRALIA

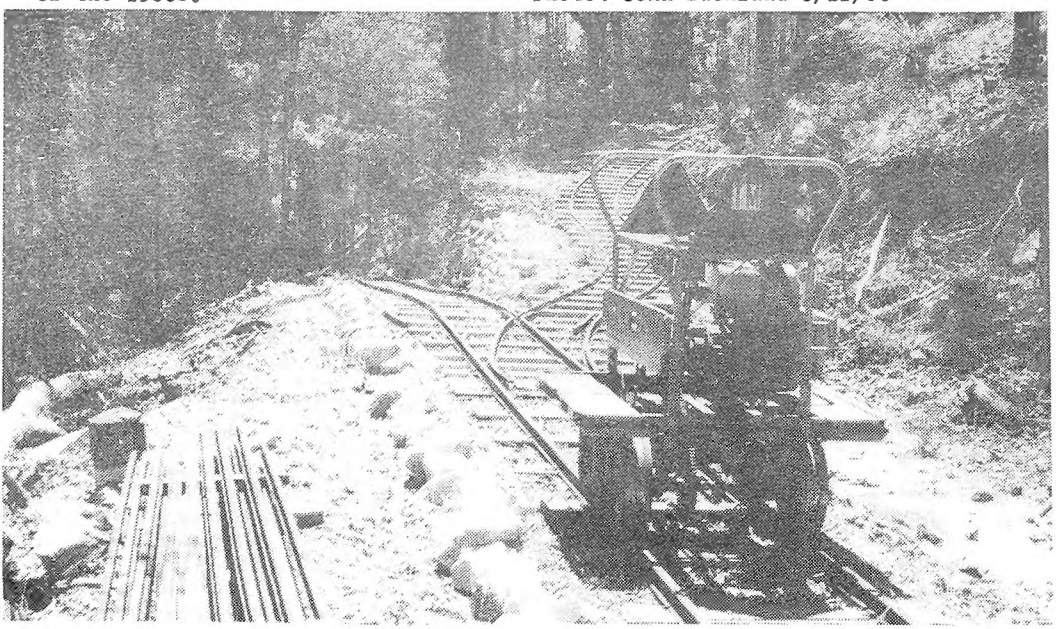
MILE END RAILWAY MUSEUM (S.A.) Inc. Gauges various

Narrow Gauge wooden brake van 7553 located at Peterborough has been purchased to form part of the break of gauge platform scene when the museum is relocated to Port Adelaide during 1988. This move has now been officially approved by the S.A. Cabinet. Site boundaries will be fixed within several weeks and site security provided. Site clearing will commence when approval is obtained for the design work and concept plans from the relevant Government authorities. All engines and carriages will be housed within a pavillion 400 foot by 600 foot spanning eight tracks.

Recently restored Andrew Barclay 0-6-0T "Peronne" 1545 of 1919 will be used to haul passenger trains around the 5 acre site on 1067mm gauge track, while on the 457mm gauge 0-4-2T "Bub" built at the museum will perform a similar



The main street of Ulmarra in northern New South Wales was transformed into a "North Queensland" location for the filming of the TV mini series "Cane". The track, supplied by ANGRMS, sits incongruously alongside the parked cars of the 1980s. Photo: John Buckland 5/11/86



Tintagel Mountain Tramway near Cooroy, Qld, October 1986. 2ft gauge KS petrol trolley at the upper switchback points on this steeply-graded and spectacular line. Photo: John Buckland 24/10/86

service. Depending on popularity and financial position of the museum, restoration to full working order of 610mm gauge 0-6-2T "Skipper" (Perry 1850.46.1 of 1946) is a possibility. This locomotive could be used in conjunction with the two Ruston and Hornsby diesels owned by the museum.

"Catchpoint" November 1986.

TASMANIA

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Railway.

Work on the restoration of Dubs 4-8-0 "Heemskirk", Builders No 3856 of 1900 is proceeding. The locomotive has been completely dismantled and the frame cleaned, primed and undercoated. The boiler has been detubed and has had its first inspection by the D.L.I. The barrel, front tubeplate and firebox wrapper appear to be in excellent condition, but the firebox tube plate is badly pitted and has a number of cracks between the tubeplate holes. Work has commenced on the restoration of the wheels and front bogie.

The ex-North Mount Lyell car, now TGR No. BA 49 is in the roundhouse awaiting repairs to roadworthy condition to enable it to be moved by rail to Don. Originally owned by the North Mount Lyell Railway, it was aquired by the Mount Lyell Railway in 1924, and later by the TGR for Hobart's suburban service, eventually becoming Camp 134. The vehicle is American in design. Although all of the windows have gone much of the lining remains intact, and there is enough left to restore it to very close to original.

"Steam Echoes" November 1986

WEE GEORGIE WOOD SOCIETY, Tullah 610mm Gauge

An opening ceremony was due to be held at Tullah at 3pm on 20 December 1986 by the Premier Mr Gray.

"Steam Echoes" November 1986

VICTORIA

PRIVATE PRESERVATION/CHEETHAM SALT LTD.,Laverton Saltworks
(See LRN 52, Page 16) 610mm gauge

The remains of 4wdm Motor Rail Simplex 10058 of 1948 were purchased in June 1986 by LRRSA member Peter Evans. The frame of the locomotive had been cut through in six places with the major sections held together only by the gearbox casing. The frame has now been welded back together and work has commenced on stripping the locomotive for restoration. All parts for this task with the exception of the two-cylinder Dorman diesel engine and drive chains were located around the Laverton works. Anyone who may be able to help with the acquisition of suitable replacements, or who can provide a photograph of this locomotive when it was owned by the S.R.& W.S.C. is asked to contact Peter Evans at 1/24 Howard Street, Kew, Vic 3101.

It is hoped that this locomotive's running mate at Cheetham Salt, Simplex 7351 of 1938, will join it in preservation when it becomes surplus to requirements.

Peter Evans 12/86

BLACK ROCK OCEAN OUTFALL, Geelong

The Geelong and District Water Board is financing a $13 million dollar Ocean Outfall pipeline at Black Rock 10km west of Barwon Heads. To be constructed by Leighton-Candac joint venture, the project is due for completion by June 1987. In order to provide access through the surf zone area a 268 metre long steel jetty will carry a rail mounted P & H 670 crane which will be used to excavate the pipeline trench.

Leighton Newsletter October 1986 per Greg Stephenson

WESTERN AUSTRALIA

ROTTNEST ISLAND (See "Light Railways" 46). 1067mm Gauge

Recent discussions regarding the renovation of the gun emplacements on Rottnest Island have included suggestions to rebuild the railway from the barracks to the gun store.

"Rusty Rails" December 1986

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION, Bennett Brook Railway Caversham. 610 mm gauge.

The overhaul of NG 118 (believed to be Franco-Belge, but carrying builders plate of Henschel 24476 of 1938) has been started with the removal of cladding to allow inspection of the boiler. Some members have taken on the ex Mt Magnet Tramway (Tasmania) Orenstein and Koppel 0-4-4-0T Mallet (2609 of 1907) as a restoration project. Most of the Mallet Parts are on hand, however the boiler requires extensive repair.

Work is underway on the construction of a fourth bogie coach with the conversion of an ex-Westrail V.W. Worker's Wagon to a vehicle of similar proportions to the present AQ coaches.

A water stand pipe has been installed next to the signal box, which should enable watering of the locomotive in the station during the next steam season. Another signal box has been obtained in the country and is awaiting planning approval to move it to Whiteman Park.

Construction of the Mussell Pool Loop is proceeding. One line is across the road, however some formation work and additional sleepers are required. Permanent survey work is being carried out and when the track is fully completed and has been passed by Westrail it will be handed over to the control of W.A.L.R.P.A.

"Rusty Rails" 12/86

TOUR REPORTS

LRRSA RUBICON AND ALEXANDRA TOUR, 29 - 30 Nov 1986.

This very successful weekend followed the format of our 1985 Marysville tour. Two days of sight visits, and a Saturday night meeting. Participants were free to attend any or all of these activities, and each function attracted about 50 participants.

Malcolm-Moore tractor running special trips for LRRSA members at Royston Power Station. Photo: F. Stamford

One of the trestle bridges on the SEC tramway between Royston Power Station and Rubicon Dam. Photo: F. Stamford

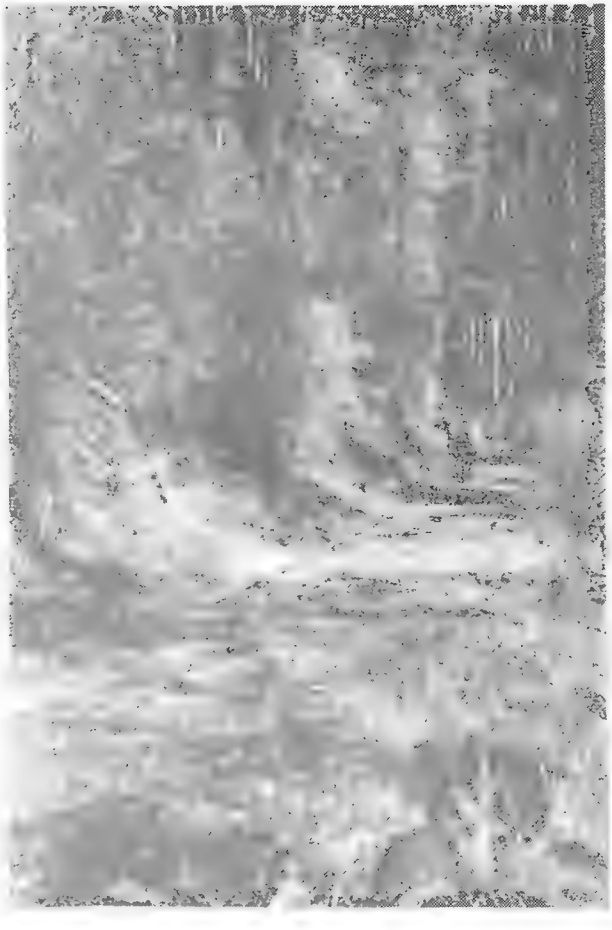
The SEC's four-wheel battery electric railcar on the tramway to Rubicon Dam.

Saturday - to Rubicon

We met at the Rubicon River Bridge near Thornton, where the party was consolidated into a convoy of about 16 cars. Our first destination was the Royston Power Station, the journey along the Royston Road being memorable for its dust! On the way we stopped to visit the site of the crossing of the timber tramway from the Royston Valley (to Clarke & Pearce's Nos 4 & 5 Mills) and the dismantled SEC construction tramway to the Royston dam.

At the Royston Power Station (the terminating point for the Society's only previous tour to Rubicon in 1967 - it does not seem like 19 years ago...) the curved trestle bridge was partly dismantled, as the timbers are being replaced. On the Alexandra side of this bridge the 8-wheel battery-electric railcar ran short trips to the SEC sawmill for our benefit; whilst on the Rubicon dam side the Malcolm Moore tractor (complete with snow plough) ran short trips, with three or four passengers clinging on wherever there was

room. We then set off for the two mile walk to the Rubicon dam - an easy walk along the SEC tramway, with two interesting trestle bridges en route. Like all the trestle bridges on the tramway, these are to be rebuilt, as the timber is nearing the end of its life.



We became aware that we were being followed - by the SEC's four-wheel battery-electric railcar - which gave some added photographic opportunities at the bridges, and provided rides for those who wanted them. The tramway terminates abruptly at the Rubicon dam, with just a dead-end, no point-work at all. A stop was made for lunch here, deep in the forest, before returning to the Royston Power Station. We then drove along the Rubicon River Road for the journey back to Rubicon (Tin Hut). This was an interesting road with deep ruts, rocks, and small fallen trees to negotiate. Progress was slow (0 km/h for most of the way according to my speedometer) which at least kept the dust down. Much of the road is on an old tramway formation. We came to a dead stop where a large tree had fallen across the road. This fortunately was pretty rotten, and after being battered with a crow-bar it was crossed by the lead vehicle - a Land Cruiser. The second vehicle could not cross it. Our tour leader then attacked it with an axe (the tree, not the second vehicle) until it was made passable. The moral is always bring a crow-bar and axe when attending LRRSA trips.

During this part of the trip the site of Clarke & Pearce's No.1 and No.2 Mills were visited. No.1 Mill was marked by a huge sawdust heap, but blackberries obscured everything else. No.2 Mill was much the same, except that two boilers could be seen near the side of the road. What was notable was the very deep, steep sided valley. The tramways running from C & P No.2

Mill to the west must have been very spectacular, and very difficult to build. Being there it was easy to see why the 1939 bushfires wreaked such terrible death and destruction in this area. Powelltown is as flat as a billiard table compared to this.

Some time was then spent at Rubicon (Tin Hut) looking at the foot of the SEC's incline - which is still in use but not for carrying passengers - and the sites of the other tramways in the area. Return was then made to Thornton, where the rest of the cars were parked. Those staying for the weekend then headed for the overnight stop - Alexandra.

The Alexandra Meeting

This was like our Melbourne meetings, but even less formal, and with a more varied audience. Members of the Alexandra and Marysville Historical Societies attended, as well as several of the SEC staff who had made us so welcome at Rubicon during the day.

The feature was an audio-visual presentation titled "Rails to Rubicon" using two slide-projectors, and a totally-professional prerecorded sound track. This was prepared by Peter Evans. Much of it consisted of a recording of Ernie LeBrun (who had worked in the Rubicon forest from 1927) describing what it was like working and livng in the forest. This became quite moving when he described the 1939 bushfires, his description being illustrated with carefully selected slides, including newspaper cuttings of the time. Also of great interest was the description of how they built trestle bridges. Although Ernie retired some years ago, he is assisting the SEC in the reconstruction of the bridges on the SEC tramway, as no current employees have the skills to do this.

This presentation was excellent. I do not think there is any better medium for giving the feeling of "what it was like to be there", for it is the voice of the person who was actually there that carries much of the atmosphere and emotion. This cannot be conveyed in books.

Thanks are due to Gloria Stebbing, Dorris Bevan, and Dorrel Lockyer for looking after the preparation of supper. Our sales table did a roaring trade, and the meeting was very worthwhile in making the Society more widely known in the Alexandra area.

Sunday - Alexandra Museum

The Alexandra Historical Society has established a museum at the railway station; and this includes a large circular 2 ft gauge track, part of which runs along the front of the platform where the 5 ft 3 in gauge used to be. This was the location of our Sunday activities

Items of 2 ft gauge interest include the original Kelly & Lewis 0-6-0 diesel-mechanical loco from the Rubicon tramway, a Malcolm Moore 4 wheel petrol loco previously owned by the SEC Yallourn, a Fowler 0-6-0T (B/No.11885 of 1909) originally from the Gin Gin Sugar Mill (Qld), and a Hudswell-Clarke 0-6-0 (B/No. 1098 of 1915) previously owned by Isis Central Sugar Mill, and later by Gin Gin Mill. On 3 ft 4-1/2 in gauge is a six-wheel Day's tractor, which was used in the Rubicon forest in the 1940s.

Of these locomotives, the Kelly & Lewis diesel is being restored, but is at

present partly dismantled; the Malcolm Moore petrol loco is in working order (many of us had the opportunity to drive it); the Fowler is in working order, and was in steam on the day of our visit; the Hudswell-Clarke is not in use; and the Day's tractor is definitely in working order, but has only a very short stretch of 3 ft 4-1/2 in gauge track to run on, and most of this was laid on the morning of our visit.

This tractor is really quite special - though there are a few six-wheel timber tramway tractors still in existence (I know of preserved examples at Yarra Junction, Erica and Marysville), this one is in by-far the best and close to original condition. It has been restored by members of the Historical Society, and is a credit to those responsible.

The Society has only a small number of volunteers, and until recently received little encouragement from the Shire Council. As a result they still have quite a lot of work to do to iron out faults in the track. Unfortunately the Fowler loco derailed before completing one circuit of the track, and was rerailed using jacks and a front-end loader from the timber mill. After this the Malcolm Moore was used to run a one-carriage train.

A 5 ft 3 in gauge track maintenance quadricycle was also in use for people to travel along the old VR line for a short distance up the steep hill towards Koriella.

There were a number of interesting exhibits in the museum in the railway station, but of special note are a number of large models made by Ernie LeBrun. Two of these demonstrate the layout of typical sawmills of the 1930s. Another shows the way loads of timber were transferred from the 3 ft 4-1/2 in gauge to the 2 ft gauge using an ingenious arrangement of transoms and rollers. There were also several models of bush houses, and the school at No.1 Mill. Ernie was on hand to explain these models.

A barbecue lunch was provided by the Historical Society. This also had a side benefit in providing fat to grease the rails at the tight spot where the Fowler derailed.

This was a very successful weekend. It was good to see a number of interstate members on the tour: Chris Andrews, and Arnold Lockyer and his wife from Adelaide; and Paul Simpson and Ray Graf from Sydney. The weather was the same as on our Easter tours - bright sunshine with above average temperatures.

Thanks are due to the staff of the SEC at Rubicon, who went out of their way to make our visit on Saturday enjoyable, and to the Alexandra Historical Society for Sunday's activities. Particular thanks are due to Peter Evans for organizing the tour, a 15 page tour booklet, and the audio visual presentation. The magnitude of the latter cannot be overemphasised; just presenting it required a Land Cruiser full of equipment, without considering the time, care and skill spent in its preparation.

(Frank Stamford)

PUFFING BILLY PRESERVATION SOCIETY, "Walk the G into Gembrook"

On 22 November 1986 Peter Medlin of "The Get G42 Going Committee" organized a walk from Lakeside to Gembrook for PBPS members, over the formation of the

NA locos 8A and 14A funnel to funnel at the present end of track beyond Lakesideon the occasion of the PBPS's walk to Gembrook. 22 November 1986.

closed and dismantled section of the Gembrook line. This was a fund raising activity for the rebuilding of the Garratt.

The 26 participants travelled on the 10.30 am train from Belgrave, and at Lakeside commenced the 6-1/2 mile walk. The whole distance to Gembrook is maintained as an excellent walking track. Between Lakeside and Cockatoo (about three miles) the track is mostly in forest, which is reserved as "Puffing Billy Corridor" so that building of houses near the railway formation is not permitted.

Beyond Cockatoo the forest gives way to open country with magnificent views, and a steady 1 in 30 climb for two miles to within half a mile of Gembrook.

Not much remains of the railway beyond the present end of track, about 400 metres past Lakeside: occasional sleepers and dog spikes, remains of cattle pits, some platform edging at Wright station, one burnt upright of the

biggest of the two Wright trestle bridges, and the loco water tank at Gembrook just about sums it up.

Rails were embedded in the road at at least two level crossings, but those at Cockatoo have never had a train over them. They were laid a few years ago when major road works were carried out, ready for the day when the line is reopened to Gembrook. (The sight and sound of the Peckett tackling the 1 in 30 grade into Gembrook is wonderful to contemplate - maybe in time for the LRRSA's Fiftieth Anniversary in 2011!).

Lunch was provided by the PBPS at Cockatoo, and a bus provided transport from Gembrook back to Belgrave.

As a walk this can be highly recommended, and it seems a good venue for a future LRRSA outing. It is now hard to imagine that much of this area was totally devastated by the 1983 Ash Wednesday bush fires. On the day of our walk it was made more interesting by the presence of two locos at Lakeside - 8A which had brought up a chartered special train, and 14A on the regular train. 8A was sitting at the end of track in the forest, looking beautiful. 14A was then brought up to it, funnel to funnel.

(Frank Stamford)

PUBLICATIONS

FIVE TO 500 has finally arrived from the printers. This 128 page book contains a history of the Society and a reprint of the first 12 issues of "Light Railways". There are now only about 120 copies of "Five to 500" left for sale. So if you did not take advantage of the pre-publication offer, and you still want a copy you should act quickly.

TIMBER MOUNTAIN: Norm Houghton's latest book, on the timber tramways in the area between Healesville and Yea (Victoria) has been selling very well in Yea and Healesville. The local Healesville paper (Mountain Views) carried a full page review of the book, by Les Harsant, the Vice-president of the Healesville Historical Society. It is by far the most thorough review that any of our publications have ever been subjected to, and it is worth quoting from to see how others view our publications...

"It's no exaggeration to state that Norm Houghton's new book 'Timber Mountain', is a major addition to the still small but steadily growing historical record of Healesville, Toolangi, Yea and neighbouring areas
"Thoroughly researched and documented, well illustrated with handily placed maps, diagrams and about forty fine photographs, and with an extensive index, it will stand as a substantial reference work in its own right and serve future writers as a springboard to further exploration.
"Moreover, it is a human record. Fears that might be generated by the name of its publisher ... fears of a book bristling with technical jargon so beloved of the rail enthusiast but incomprehensible to the non-initiate - such fears may be dismissed.
"...mill sites - more than seventy - are marked and named on the [fold-out] map, and it is here that one becomes startlingly aware of the remarkable network of tramlines that men and their animals constructed through the bush clad mountain ranges ...
"In every sense 'Timber Mountain' is a credit to its author, researchers and publisher. It is entertaining, as it must be for a popular market, and with one exception it also meets this reviewer's fairly exacting reference

standards for historical writing. I would like to see a bibliography added. " ... It is the product of painstaking research. Three hundred and thirty-six footnotes itemise the sources of Norm Houghton's information ..."

A full copy of this review (which runs to 6-1/2 A4 size pages) is available by sending a 36 cent stamp to Frank Stamford, P O Box 1, Yarra Junction Vic 3797. Incidentally, future major Society publications will have bibliographies.

BELL-BRAKES BULLOCKS AND BUSHMEN is the title of our next major book, which deals with the timber tramways of Gembrook, and is written by Mike McCarthy. "Bell-Brakes Bullocks and Bushmen" will be in the same style as "Powelltown", but with about 110 pages. It contains some fascinating material on the workings of Russell's tramway with the geared steam locomotive, and apart from the usual complement of maps, photographs, references, index etc, it will have gradient profiles, cut-and-fill diagrams, and other original survey details, and a bibliography! By the time you read this "Bell-Brakes Bullocks and Bushmen" will probably be at the printers, and a pre-publication offer will be included in a forthcoming mailout. We hope to have a special function to launch this book, and the exact publication date will depend on how arrangements for this function progress.

FIFTH NATIONAL CONFERENCE MINUTES: The minutes of the Fifth National Conference, held in March last year, are now available on receipt of a 36 cent stamp, from Frank Stamford, address above. These have been produced in the form of a 20 page booklet, and include "Draft Policy Papers" on "Light Railways" and "Light Railway News" which were presented by the editors to the Conference.

FUTURE MAJOR PUBLICATIONS: One of the recommendations made at the Conference was that we should publish a list of future publications, so that people with information on these areas could contact the author, via our Secretary, so that the books might be made more complete. The following is our current list of proposed books. In all cases the basic research is complete, and in many cases writing of the text has reached the fourth draft stage. On present resources we do not expect to be able to publish more than two books a year, and the books will not necessarily be published in the sequence listed:
Gembrook Tramways (Mike McCarthy), McIvor Tramway (Frank Stamford), North Mount Lyell Railway (Ray Ellis), Warburton Tramways (Mike McCarthy), West Gippsland Tramways (Mike McCarthy), Powelltown Pictorial (Frank Stamford), Beech Forest Railway and connecting tramways (Norm Houghton), Alexandra-Rubicon Tramways (Frank Stamford), Powelltown's Other Tramways (Mike McCarthy), Noojee Tramways - including Neerim and Crossover (Mike McCarthy), Erica Tramways (Mike McCarthy).

BOOK REVIEW

STEAM AROUND PERTH, Don Finlayson (Editor), published by Australian Railway Historical Society W.A. Division Inc. Price $5.95 plus postage.

This new publication is an album of photographs of railway scenes in the Perth area from the turn of the century up to 1971. With few exceptions the photos are of very high standard, and illustrate a wide variety of interesting motive power on passenger and goods trains. WA had some most

unusual locomotives, such as the K class 2-8-4T, and N class 4-4-4T. These and many others are illustrated in this 56 page book, with 103 photographs, almost all of which are of half-page size. Some of these could have been reproduced larger, especially the early view of Fremantle on the bottom of page 28 - a magnificent picture full of detail. This was worthy of a double page spread. The book is well printed on art paper, and is good value at the price. I think the LRRSA will be stocking it, - check the sales list with this and the next LRN. (FES)

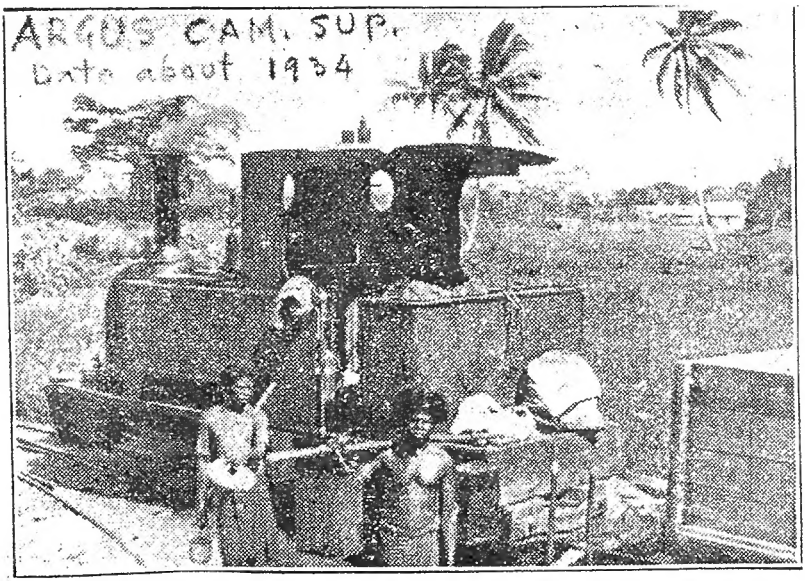
FORTHCOMING TOURS

CHEETHAM SALT WORKS, Laverton Vic.

This tour will take place on Saturday 7 March 1987, and may be the last opportunity to see the 2 ft gauge Laverton tramways. Unfortunately, contrary to previous expectations, there will be no salt-harvest in 1986-87, as the future of the works is in doubt. There is a possibility that the six locomotives and all the rolling stock could be moved to Bowen, Queensland. If you have not already expressed interest in this trip write to Peter Evans 1/24 Howard Street, KEW 3010, or see him at the February meeting.

TASMANIA, Easter

This tour is now fully booked, and there is a waiting list. If interested in the tour you could contact Peter Evans to see if any cancellations have occurred.



"THE MINE EXPRESS."—*Burly Papuan natives form the crew of this tiny engine, which runs to the mines at Misima, Papua. An entry in the Photographic Competition by an amateur photographer at Renmark (S.A.).*

MEETINGS

MELBOURNE:

POWELLTOWN'S OTHER TRAMWAYS

Members would be aware that the LRRSA publication "Powelltown" provided a comprehensive history of the Powelltown Tramway and its predecessor The Gilderoy Tramway. These two lines were the backbone which supported a vast network of tramways radiating to the north and south of the mainline. Mike McCarthy will be speaking on the history of these lines and the mills they served.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

Date: Thursday 12th February at 8:00pm

SYDNEY:

SLIDE NIGHT

The next meeting will be our annual members slide night, so all those coming are asked to bring along 12 or so slides of recent vintage or gems from your personal archives. The choice is yours.

This will be preceeded by a business meeting to discuss the incorporation of the Society. All NSW members are urged to attend and be involved in formulating the future direction of the NSW Division.

Location: Board Room Bowler's Club, 95 York St., Sydney. Access through the Forestry Commission Office building next door (Town Hall side). On second floor.

Date: Wednesday 25th February at 7:00pm

ADELAIDE:

Contact Arnold Lockyer (see front cover) for details of the next meeting.

Location: 150 First Avenue, Royston Park

Date: Thursday 5th February at 8:00pm

HOBART:

In conjunction with the forthcoming Tasmanian Tour at Easter a meeting is planned to be held in Hobart. Watch for the next issue of LRN for details.